

we'll put it into the supplemental bill. And it also, of course, then passed as well.

And again, we now have a law that's, in fact, in force today as we speak, and it's very difficult in my district to ask people to believe that there's any real meaning when it comes to enforcement of these laws.

And it's one of the real outrages in my district is with immigration, and that's why it all comes together in saying this is yet another law that they're not even trying to enforce it.

Mr. RYAN of Ohio. You brought up the immigration issue, and I think it's important is we have put through the homeland security bill and a variety of other bills, more border patrol on the border, Mr. Speaker. We're trying to continue to try to make sure that people who come into this country come in legally, and that is a major issue.

But because the resources that we are trying to provide are going down to the border to try to prevent illegal immigration, at the same time we do not have the resources to provide the kind of oversight and to make the kind of investments given the history of corruption in many of the industries and in the Mexican Government that lack oversight.

So here we are saying, well, we're going to let you come into our country, but they are not providing the oversight. We don't have the money to provide the oversight with the budget deficits that we're running now. So this is a critical, critical issue.

And like I think most issues of globalization, things happen too quickly, where the infrastructure is not in place in many countries for labor, for health, for the kind of protections that we want.

We like having our truckers in safe trucks. We like knowing they've got the proper amount of sleep. We like knowing the proper environmental advances are going to be made so the air is cleaner. Those are good things. I like clean air and clean water. I don't think I'm really out on a limb on this one.

But what we are saying is, if you want to do business in our country, you have got to come up to our standards. And for too long, we've been dropping ours to meet everybody else's, especially wages, which is a whole other Special Order that we could talk about.

Mrs. BOYDA of Kansas. Another Special Order on food safety and different standards of food. We have standards for food in this country.

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But we bring in food that doesn't even meet our own standards. Now, tell me if that makes any sense. Is it safer to eat something that comes in from someplace else? It is just that the hypocrisy here is becoming, I think, very, very clear to the American people, Mr. Speaker. They have had enough. They are speaking up and telling us they want change.

One thing that concerns me, too, and especially with what is going on tomorrow.

There is going to be one truck from America and one truck from Mexico that is going to be inspected. Now, my background is in the pharmaceutical industry. I was in the research and development side. When we did studies, you can believe how much time went into that protocol to say is this going to be safe and effective. Those same kinds of standards apply to this very project right here. So if we are going to do this pilot program, certainly there must have been some kind of a protocol put together that says, here is how we are going to study this, and at the end here is how we are going to know if in fact we have the data, we have collected the data to tell us if we are now safe. There hasn't been anything that has been done in that regard, that hasn't been looked at as is this a statistically significant sample? Are we testing it? Is it rigorous?

When we are done with this, really there is one of two things that can happen a year from now when this pilot program is finished. We will have had 500 trucks on the road for a year. And if there is no incident, will we know at that time do we just open up the borders? Now, let me tell you that I would rather that there is not an incident with those 500 trucks, but the fact of looking at 500 trucks, you could keep an eye on each one of those individually for one year, this isn't difficult. At the end of the year, are they going to tell us, if there isn't any problem that it is now safe and we have demonstrated that this has been a pilot program? That is kind of like saying we are going to give a drug to 500 people, and if nobody dies on it, let's put it out to the American people and market it. Now, that is not the way I did business and certainly not the way the pharmaceutical industry would even want to do business, but legally would not be allowed to, but they wouldn't want to do it that way.

Why is it that we are taking a small sample that we know probably is going to be handpicked and watched closely for a year, and then use that to determine what goes on?

Mr. RYAN of Ohio. Without having this system in the infrastructure in place to say that every truck in the future that is going to go on the road, this is just maybe fixing up trucks and picking the right people to make sure you get the right results.

Mrs. BOYDA of Kansas. It is called cherry-picking where I come from.

Mr. RYAN of Ohio. It is called cherry-picking, and you are getting the results. But at the end of the day, you don't have a system in place in the Mexican domestic government, the civilian side, to monitor this to say that every truck that comes through or at least minimize. Now, we have truck accidents in this country. You are probably never going to be able to eliminate all of it. But, at the same time, we have these strict enforcement mechanisms. And we all deal with trucking companies in our district; they have

got to go through a lot, logging miles and hours and sleep.

Mrs. BOYDA of Kansas. It is disciplined.

Mr. RYAN of Ohio. And it is a tedious task. People can make a few bucks doing it, I have noticed, but at the same time it is very rigorous. But at the end of the day, we decided as a country we would rather have safer roads. These trucking companies do not want the insurance payments if they would cause an accident, so they are inclined to abide by it. So all we are saying is let's lift everybody up and let's all play by the same rules, and we would be happy to do business with you.

Mrs. BOYDA of Kansas. It seems like it should make sense. In the State of Kansas, I don't know in Ohio but in the State of Kansas we do triples. Do you do triples, triple trailers? We do triple trailers across Kansas. One truck pulls three trailers. And I don't mind saying, as a mom, when you have got kids in the back seat, it is unnerving. Now, I have come to understand that triple trailers in fact are safe and there is data out there to prove that in fact they are safe, but I don't mind saying it is unnerving.

The concept that we would be doing triple trailers, I would assume that if triple trailers are allowed, then Mexican triple trailers are going to be allowed across Kansas. I am telling you, I don't think many people in Kansas are going to sit still very long. So are we saying that our own truckers then should start to dummy down their standards, that they shouldn't be able to do things because these other trucks are coming in and they might not be as safe?

Actually, when my kids were small and they were in that back seat and we were traveling across I-70, we went from Kansas across to St. Louis, Missouri, across I-70, I am sure fathers as well as mothers just have that sense of dread when you are so close to those big trucks. And, unfortunately, there are accidents. I can't imagine driving my grandkids now across I-70, wondering if these trucks are going to be safe.

We had a news conference, Mr. Speaker, about a month, maybe 3 weeks, ago and this woman I thought was incredibly brave. She told the story that was an absolute, it was literally tear jerking. She had just gotten married on her parents' 45th wedding anniversary. They were so very close. And to make a long story short, not long after she was married, her parents were in their car going down the highway in California with her nephew when the drive train fell out of the car. Needless to say, what happened after that was just, you couldn't even describe. And she was so brave. And this truck was from Mexico; and she said not only had they lived through this terrible, and of course wondering what her parents' last moments were like and the terror that resulted from it, but then the legal nightmare.